

The Coyotelog

AF Outstanding Unit - 2000, 1985, 1979

The Monthly Newsletter of the 190th Air Refueling Wing

Vol. 47, No. 5 February 2005

Coyote standing tall in Iraq

By **Tech Sgt Greg Burnetta**
190th Public Affairs

A 190th Air Refueling member recently returned from a five-month deployment to Iraq. Staff Sgt Robert D. Campos, 190th Civil Engineering Squadron, was deployed to Iraq March 9 through August 9, 2004.

Campos along with ten other active duty and Air National Guard members comprised a Design Cell that was assigned to U.S. Army Combat Engineer Battalion during this deployment.

The mission of his Design Cell was to map and design approxi-

mately twenty construction projects located at numerous bases spread out through Iraq. Some of the construction projects consisted of building parking pads adjacent to airport runways upon which to park Air Force aircraft.

Another project was mapping and designing three Joint American and Iraqi Collection Points. The collection points were built specifically for receiving and storing captured enemy munitions until such time the munitions could be destroyed by friendly forces. "These collection points were little outposts basically in the middle of nowhere," said Campos.



His cell also mapped and designed a temporary interment facility used to hold enemy prisoners.

Campos and the other Civil Engineering team members specifically designed a generic electrical layout plan that will be used at all the new "tent city" bases in the area of operations, he said. He described these as being flow charts indicating the type and placement of generators, their wiring, and the placement and type of breaker boxes that will be used.

The initial bases went up in such an expedient manner at the beginning of the war, using whatever generators and material they could get their hands on, that no particular design was followed, said Campos.

Campos and other Army and Air Force engineers also performed construction work for local, Iraqi schools and hospitals during their deployment.

"I enjoyed traveling around the country of Iraq. I got to see a lot of Iraqi citizens and see how happy they were to see us," he said. "That's not what they show on the television news," he said.



Civil Engineer on patrol

Staff Sgt. Robert Campos, 190 CE, manning a .50 cal while participating in a convoy in Iraq.
(photo submitted by Staff Sgt Robert Campos)

The Road to Leadership & Responsibility

By Maj Steve Burk

190th Maintenance Operations Flt

Some of the best advice I have read during my 20 years in the military has come from those little blue Air Force Pamphlets. You know, the ones that rattle around in the backs of drawers in our desks.

I periodically pull one out and re-read a bit. In 1985, under the signature of then Chief of Staff Gen. Charles Gabriel, a great little pamphlet came out simply entitled "Air Force Leadership." Now the great thing about these little books is just that...they are little, pocket-sized. You don't have much space on the page so the authors have to choose their words with great care.

In this particular publication, General Curtis LeMay, a pioneer of today's Air Force, was asked to give a one-word definition of leadership.

After some thought, the General replied, "If I had to come up with one word to define leadership, I would say responsibility."

As leaders, and leaders in training, we are all responsible for the performance of the mission, for doing our job. We are all accountable, no matter what level we are in the chain of command, for doing our jobs to the best of our ability and watching out for one another.

Life is obviously more complicated than that, but, as we press more into our days preparing for our upcoming inspections and add more requirements on our time at work with training needs, PME, deployments, etc., I would suggest we step back every once in a while and remember these basic thoughts.

We are all leaders and leaders in training. We have the responsibility to do our jobs well and take care of others.



Major Steve Burk
190th Maintenance Operations
Flight Commander

So, lead by example every day and learn to lead by following good examples. Stay focused on the tasks at hand, be safe, and watch out for others.

New First Sgts



Earning their diamonds

Mission Support Group First Sergeant Chuck Gruver and Logistics Readiness Squadron First Sergeant Peggy Becker relax after successfully completing the First Sergeant Academy.

(photo submitted)



Tech Sgt Sherry Dirks has been selected to be the new First Sergeant of the 190th Medical Group. Tech Sgt Dirks will be replacing SMSgt David Winburn who will be retiring in April after 19 years with the 190th ARW.

(photo submitted)

Ten tips on how to FAIL a TSART

By Chief Master Sgt. Paul Wirtz
190th Maintenance Group

With the TSART coming up in March, we need to be thinking of how to avoid common mistakes and bottlenecks during the deployment process.

The following is some tongue-in-cheek advice for 190th ARW personnel on how not to receive a passing grade from the Inspector General.

1. Carelessly palletize cargo for transport. For example, by failing to identify hazardous cargo (hidden hazards), the cargo will be frustrated at in-check. Also, you can waste more valuable time by having to break down and rebuild improperly netted cargo. That way, the Schedule of Events will have to be redone. And, if you're lucky, the whole load will depart late or not at all.

2. Recklessly weigh, measure, and mark cargo. Cargo that is improperly weighed, measured, and/or marked will guarantee that the load plan will have to be changed. This means that cargo will have to be moved to other loads resulting in more late departure times.

3. Add items to your pallet but do not annotate the packing and load list. Remember, putting personal and other unauthorized items on your pallet will create all sorts of additional problems and headaches.

4. Don't use sufficient packing material for sensitive equipment. The quickest way to

damage valuable sensitive equipment during shipment is to use insufficient packing material. Also, don't use Performance Oriented Packaging (POP) containers when required.

5. Forget to identify shortages or unserviceable cargo. By failing to fill out an AF Form 4006, Unit Shortfall/LIMFAC Report, there won't be enough time to source it from another unit on base or make a change to the SOE.

6. Don't send a knowledgeable person with your cargo to the in-check area. Absence of a qualified unit representative means that otherwise easily solved problems can't be fixed quickly. The result? More frustrated cargo and late loads.

7. Overlook "no shows" at unit assembly. By failing to notice personnel who are missing, there won't be time to find a replacement.

8. Be totally unprepared to deploy. Don't have your Personal Readiness Folder up-to-date including your shot records, your will, emergency data card, etc. Just keep putting these things off until you get to the Personnel Deployment Function (PDF).

9. Disregard safety altogether. Ignore all applicable waivers, hazard positions, and fuel levels. Additionally, be sure not to wear required safety gear like gloves and steel-toed boots when handling cargo. And never, ever use spotters when backing up vehicles.



Chief Master Sergeant Paul Wirtz
190th Maintenance Group

10. Ignore mandatory training. For example, if you're driving a forklift, fuel truck, or some other official vehicle, be sure to skip required training so when an inspector asks for your license, you'll be sure not to have one.

Editors Note:

*This article was adapted from an article by
Maj. Jim St.Clair HQ SCANG/PA*

*The Inspector General
Must have a horse allowed him
And some soldiers to attend him
And all the rest commanded to obey
And assist, or else service will suffer;
For he is but one man
And must correct many,
And therefore he cannot be beloved,
And he must be riding
From one garrison to another
To see the soldiers do not
Outrage or scathe
The country.*

Winter driving safety tips

By 2nd Lt Joe Blubaugh

190th Public Affairs

Although winter is now more than half over and spring is just around the corner, it is more than likely that we will experience a few more icy days like we had last month.

Although it is best to stay off the roads whenever possible during winter storms, for most of us, that just isn't an option. Here are some tips to help you arrive safely at your destination.

Keep cars and other vehicles fueled and in good repair. Winterize your vehicle by checking your vehicle battery, ignition system, thermostat, lights, flashers, exhaust, heater, brakes, defroster and tires. Ensure that your vehicle has adequate anti-freeze, windshield washer fluid and oil and check them regularly throughout the season.

Install good winter tires or make sure your tires have adequate tread. All-weather radials are usually adequate for most winter conditions.

Always make sure you maintain at least a half tank of gas during the winter season.

Dress warmly when you have to go out. Wear layers of loose-fitting, layered, lightweight clothing in case you become stranded.

Carry food and water in your vehicle. Store a supply of high energy "munchies" and several bottles of water.

Place a winter emergency kit in each vehicle that includes a shovel, windshield scraper, flashlight, battery powered radio, extra batteries, water, snack

food, extra hats and mittens, blanket, tow chain or rope, road salt and sand, booster cables, emergency flares and fluorescent distress flag.

If traveling during a winter weather advisory or winter storm watch, do so in daylight, don't travel alone, keep others informed of your schedule and route, and stay on main roads. Avoid driving during a winter storm warning or blizzard warning.

Make sure you plan trips carefully. Listen to the radio or call the state department of transportation or highway patrol for the latest road conditions.

In Kansas, motorists may dial 511 from any phone, including cellular phones, to get real-time, route-specific road condition, weather and road closure information 24 hours per day. Callers from out of state may dial 1-866-511-KDOT.

Road condition information is available on the internet at <http://511.ksdot.org> which displays Kanroad, the Kansas Department of Transportation's road condition and travel information map.

When on the road, increase the following distance between your vehicle and the vehicle ahead of you. Ice and snow significantly increase your stopping distances.

Make sure you leave early for your destination to avoid frustration and speed-related collisions.

Be attentive to your driving, avoid distractions and observe posted speed limits. Inattentive driving is a leading cause of accidents that becomes accentuated during winter conditions.

If you become stranded, make sure you stay in the vehicle. Do not leave the vehicle to search for assistance unless help is visible within 100 yards. You may become disoriented and lost in blowing and drifting snow.

Display a trouble sign by hanging a brightly colored cloth on the radio antenna and raise the hood.

Occasionally run engine to keep warm. Turn on the vehicle's engine for about 10 minutes each hour. Run the heater when the vehicle is running. Also, turn on the dome light when the vehicle is running.

Beware of carbon monoxide poisoning by keeping the exhaust pipe clear of snow. You should also open a downwind window slightly for ventilation.

Watch for signs of frostbite and hypothermia. Perform minor exercises to keep up circulation. Clap hands and move arms and legs occasionally, but avoid over-exertion.

Cold weather puts an added strain on the heart. Unaccustomed exercise such as shoveling snow or pushing a vehicle can bring on a heart attack or make other medical conditions worse.

If more than one person is in the vehicle, take turns sleeping and huddle together for warmth. Use newspapers, maps, and even the removable floor mats for added insulation.

In Kansas, winter driving is difficult to avoid. Plan ahead, obey traffic laws and practice patience and restraint with your fellow motorists and you will arrive safely at your destination.

190th Member Honored by the City of Topeka

By Tech Sgt Greg Burnetta
190th Public Affairs

The Topeka City Council honored a 190 Air Refueling Wing member on Pearl Harbor Day. Senior Airman Tosha Modde, 190 Engine Shop, was one of six local military persons honored as a Topeka Military Relations Person Of The Year by the City of Topeka's Military Relations Committee on December 7, 2004.

One member of each of the armed forces located within Topeka was honored. Those honored consisted of one Kansas Army National Guard member, one U.S. Army reservist, one U.S. Marine Corps reservist, one active duty

U.S. Coast Guard member, one U.S. Coast Guard reservist and Modde from the Kansas Air National Guard.

Each honoree received a plaque that includes the likeness of Ad Astra, the Native American statue that is on top of the Kansas Statehouse dome.

According to Dave Fisher, Jr., chairperson of the Topeka Military Relations Committee, the recipients are selected by the military branch they represent, however, the award is sponsored by the committee.

Modde was nominated the 190 Maintenance Group, but was selected to represent Topeka's Air National Guard by the 190th ARW

Commander, Colonel Gregg Burden.

"These people are being recognized not only for their contributions to the defense of our country, but also as good citizens within the community," said Fisher.

Fisher said the Topeka Military Relations Committee was formed by a group of businessmen who recognized just how important the military is to Topeka. The committee includes representatives from each military branch in Topeka. Fisher said the committee's goal is to promote the military within the community and to act as a liaison between the military and the community.

Modde, who was also awarded a YWCA leadership award in 2004, has been very humbled by the accolades. "This has been an amazing year (2004) for me," she said. "It feels good to know someone notices the things I do."

Modde was selected not only for her positive attitude, mechanical ability and dedication within the Engine Shop, but - additionally - her spirit of volunteerism and willingness to help others.

She volunteers to conduct Engine Shop tours for Starbase students, serves on the youth advisory council for the Kansas National Guard, and is a volunteer coordinator for the National Guard Summer Camps. She also serves as a community volunteer fire fighter and as an emergency first responder.

Modde works as a paraprofessional for the Carbondale School District where she provides academic and behavioral assistance to special education students who have a variety of disabilities.



Something to smile about

SrA Tosha Modde accepts the award for being named one of six Military Relations People of the Year by the City of Topeka from Mayor James McClinton and Topeka Military Relations Committee Chairman Dave Fisher. Modde is accompanied by Maintenance Group Commander Lt Col Derek Rogers.
(photo submitted)

Portrait of an Airman

STAFF SERGEANT BRIAN STUCKY



Organization: 190th Operations Group

Job Title: Boom Operator

Main Responsibilities: Accomplishing and coordinating in-flight refueling, cargo loading and passenger handling - along with increased cockpit duties.

Civilian Career: Senior at Kansas University, pursuing Bachelor degrees in English & Psychology - emphasizing Statistical Methodology in Psychology

Education: Senior at Kansas University

Military Experience: 5 Years - 3 yrs as Crew Chief / 2 yrs as a boom operator

Goals and Ambitions: Civilian - Graduate School in Quantitative Psychology - Ph.D. / Military - Continue duties as a boom operator while attending graduate school.

Most Memorable 190th Moment: Temporary duty's in Hawaii and Germany.

Coyote Heritage

D.C. Delegation arrives in Hutch



Lt Col Carl "Curly" Boggs, 117th Tactical Reconnaissance Squadron Commander, greets U.S. Senator Frank Carlson and then Representative Robert Dole as they depart a VC-1218 at Hutchinson Naval Air Station in January 1962. Other members of the 117th assist the visitors as they arrive. The VIP's from Washington, D.C. are arriving at Hutchinson to attend the funeral of Senator Andrew Schoepel who had died in office a few days earlier.

The 117th, and later the 190th, have long histories of hosting VIP's from around the world. VIP's have included Presidents Ford, Reagan, George H.W. Bush, Clinton and current president George W. Bush.

Find out more about the 190th's history at the Historian's Intranet site (find it under the Wing HQ menu) or on the 190th's Internet site at www.kansascoyotes.com.

Promotions

SRA

Daniel J. Bagwell, CF
Raymond D. Crosse, CES
Sarah M. Mendez, MSF



SSgt

Carren Christianson, CES
Jacob A. King, CES
Daniel P. Snider, MXS



TSgt

Anthony D. Morehead, CES
Robert M. Morse II, MXS



MSgt

Gina M. Hastings, MSG



SMSgt

Christopher L. Noe, CF



Wing First Sgt Vacancy

First Sergeant Vacancy 190th Headquarters



Submit application packet (current RIP and resume) to CMSgt Teresa Blanchard (MPF) by COB on March 21, 2005.

Individuals submitting a packet for consideration must be a Master Sergeant or promotable Tech. Sergeant.

Family Readiness Info

The Kansas National Guard State Family Program and Awards Banquet is February 25-27.

The Holiday Inn and Suites
8787 Reeder Rd
Overland Park, KS

If you have questions about registration please call the Wing Family Program Office at 785-861-4940.

Interested in helping with Family Readiness?

General Family Program meeting in Bldg 673 at 1:00 p.m. Feb 6th
Come one come all

Enlistments

John P. Dotter, Finance

Brett J. Starbuck, 190th CES/Readiness

Retirements

TSgt. Richard Prue, 190th LRS
Retirement Date: 22 December 2004

Lt Col Don Fisk, Wing Plans
Retirement Date: 31 December 2004

SMSgt. Charles Henry, 190th MXS
Retirement Date: 31 December 2004

SMSgt. Gerald Stallbaumer, 190th MXS
Retirement Date: 31 December 2004

CMSgt. Linda Molnow, 190th CF
Retirement Date: 31 December 2004

Lt Col Ken Oliver, 117th ARS
Retirement Date: 8 January 2005

TSgt David King, 190th LRS
Retirement Date: 10 January 2005

Coyote Cafe Menu

Saturday February 5

To be announced

Sunday February 6

To be announced

Hotel for February
Holidome

\$ Finance News \$

Hours Of Operation
Mon - Fri (& UTAs)
0730-1600

To view your LES online visit myPay:
<http://www.dfas.mil/mypay>



With myPay, you can:

- View, print, and save LES
- View and print W-2s

Read your LES's !!

- Check for any errors
- Ensure all information is correct

Important Finance Numbers:

- Military Pay: 861-4543
- Travel Pay: 861-4548 / 4795
- Civilian Pay: 861-4544

190th Chapel Services

Protestant: 0800 - 0830
Latter Day Saints: 1100 - 1130
Catholic: 1345 - 1415
The Base Chapel is located on the 3rd floor of Hangar 662.

Do you have news to share?

The Coyote Log welcomes articles and captioned photos relevant to members and retirees of the 190th ARW. Submissions must be accurate in fact, and will be edited for clarity and length. Articles will be published as space permits.

The deadline for submission is Sunday of the UTA prior to the month the article will be published. Submit articles as e-mail attachments in Microsoft Word format. Photographs must be non-copyrighted prints or 300 dpi or higher TIF or JPG images. Articles and images should be sent to:

coyotelog@kstope.ang.af.mil

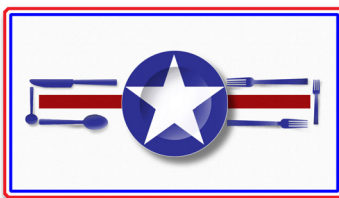
Security Forces Info!

Except for UTA weekends, Security Forces Squadron will no longer be able to support the opening of two gates. Effective Monday 6 Dec, 2004 we will be using (A) gate. This gate is currently being used for contractors only. This will be the only gate used for all (190th members, & contractors) inbound and outbound traffic.



Dining Out ~ 2005

The 2005 Dining Out is scheduled for Saturday, April 2, at the Topeka Capitol Plaza. Look for more information in upcoming issues of the Coyote Log.



The Coyotelog

AF Outstanding Unit - 2000, 1985, 1979



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The Monthly Newsletter of the 190th Air Refueling Wing

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THE COYOTE LOG
190TH ARW
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OFFICIAL BUSINESS

Learn more about us at
www.kansascoyotes.com



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To The Coyote Family of

From the 190th Communications Flt Commander

The mindset in the Air Force has shifted to classifying computer networks as weapon systems. With this change alone, security, password changes and software updates are occurring more rapidly and with greater impact than in the past. This process will require the assistance of every Airman to occur as seamlessly as possible. Here are just a few articles that will help explain what is in the 190th ARW computer network future. I hope some of this information helps explain the recent need for the changes that the Communication Flight has been implementing across the base. I would like to apologize for these work interruption, but they are necessary to fuel our capabilities to fulfill our communications requirements for today using the technology of tomorrow.

-- 1Lt Bret Ulrich

Your password will expire in 8 days ~ what do you do?

"Your password will expire in 8 days. Do you want to change it now?" We all recognize this network warning message. Have you ever realized just how important a strong password is to our network?

The NOSC recently went through a vulnerability assessment test. Can you guess what the number one exploited vulnerability was? Weak passwords.

Password cracking programs have 3 methods of attack. The dictionary attack is by far the fastest and compares a preloaded dictionary file with the user account and password file. Because the majority of passwords are simple, a dictionary attack is usually sufficient to crack multiple passwords. The hybrid attack is similar to the dictionary attack, but uses number or letter additions or substitutions. It takes longer but can crack significantly more passwords. The strongest of the password cracking methods, the brute force attack, may often take a long time depending on the complexity of the password. It will attempt any number, letter, or special character combination until it has hacked all the passwords in the file.

A recent scan against our user account and password file revealed that some of us still use weak passwords. In less than a minute 20% of the user accounts on base were classified as having weak passwords and were cracked. [Jayhawks3](#), [Wildcats#1](#), [12345678](#), and [asdfghjk](#) are examples of some of the easily cracked passwords. No passwords that would be classified as 'strong' were cracked.

So what is a good password? Consider using lines from a childhood verse: "Yankee Doodle went to town." The password from this might be [YDwto#town](#).

Others might use expressions that are inspired by the name of a city: "Chicago is my kind of town ." The password from this expression might be [CimYKot](#).

Still another option is to use transformation techniques such as transliteration. The illustrative expression of "photografic" could be converted to the password [foTOgrafik](#).

Remember, these examples should only be treated as guidelines - don't use these examples as your next password!

How Can I Avoid a Bad Password? Avoid passwords that would be easy for anyone to guess.

Don't use simple transformations of words (for example: tiny8, 7eleven, dude!). You should also avoid names, doubled names, first name and last initial (for example, mabell, kittykitty, marissab).

Alphabet sequences should also be avoided (lmnop) as well as keyboard sequences (ghjkl;).

Passwords belong to you and you only. They are associated to your network login. During the UCI we will have to demonstrate a password scan. Don't let your name show up with a weak password. Passwords belong to you and you only, don't share your passwords.

Social Engineering ~ The easy way to compromise a network

Late on Friday afternoon, Airman Anderson was clock watching. He had a big skiing weekend planned and couldn't wait to get off work to load up his car and go. His phone rang: "190th Air Refueling Wing, Airman Anderson speaking, this is an unsecured line, how may I help you?"

"Hi, this is Eric Smith from Communications, have you noticed your computer running slowly recently?"

"Who are you?", Airman Anderson asked.

"Oh, I am SMSgt Noe's assistant. He asked me to check with everyone regarding the recent lag problems with our network. Did you notice anything being slow?", replied Eric.

"Well, it did seem rather slow the other day," said Airman Anderson.

"Ok, hang on, I'm going to log into your terminal, now your username is andersona?", asked Eric.

"No, its andersond," replied Airman Anderson.

"Ah, thanks. Sorry, I'm still new...ok, hang on. Oh, what's your password?", said Eric.

"Forbes190," replied Airman Anderson.

"Ok, you're good to go now, have a good weekend!" said Eric as he hung up the phone.

Meanwhile that weekend, while Airman Anderson was skiing, the entire 190 ARW network was being compromised due to one user being compromised by what is referred to as "a Social Engineering attack."

Social Engineering, from www.searchsecurity.techtarget.com, is "...a non-technical kind of intrusion that relies heavily on human interaction and often involves tricking other people to break normal security procedures." The basic goals of social engineering are the same as hacking in general, to gain access to systems or information to commit fraud, network intrusion, industrial espionage, identity theft, or to disrupt the system or network. Even for technical people, it is often much easier to convince someone into giving them your password instead of breaking in electronically.

In essence, no matter how much money we spend on firewalls, intrusion detection devices and antivirus software, it only takes one careless user falling for a social engineering attack and giving away their login and password to the enemy. Recently, a military network at an undisclosed base had been compromised in part due to users responding to an email that appeared to have originated from the help desk, asking for their login and password information. That was only the first step towards total control of that entire network.



Social engineering attacks take place on two levels, physical and psychological. Physical attacks can be as simple as "shoulder surfing", watching an oblivious user type his name and password as he logs onto his computer, or as complicated as posing as a contractor and walking through an office area looking for passwords in common places, such as under keyboards or even taped to a computer monitor. This can often be enough information for a hacker to exploit an entire corporate network from home.

We can help protect ourselves and our network by following some simple rules:

1. Never write your password on a Post-it Note or tape it in your work area
2. Try not to allow "shoulder surfing" and let others view you typing in your password.
3. Confront strangers in your work areas: offer to escort them to someone's office or outside. Don't allow them unsupervised access to your work area.
4. Keep all trash in secured monitored areas, shred important data, and destroy old computer media.
5. NEVER give your password information TO ANYONE!
6. Do not answer phone surveys concerning our network and IT equipment.



Software management, End-User and Internet piracy ~ What you should know

An annual inventory of all computer software has started. Using System Management Server (SMS), Open Computers and Softwares Inventory (OCS), and performing periodical spot checks, the 190th will achieve and maintain software compliancy. Any discrepancy will be reported to the Software Manager for review and further action to be taken if necessary. AFI33-114, 8.2. "Do not install freeware, shareware, or personally owned software on government systems without approval of the system administrator or network manager servicing your organization." Please ensure all unauthorized and or illegal software/hardware is removed from your system. Contact a WG (Work Group Manager) in your area or a Communications Flight representative if you need assistance or have questions concerning this matter.

While you may know that copying and/or distributing copyrighted software illegally is considered piracy, you may not be aware that even possession of software that has been illegally copied is piracy. There are actually many distinct types of software piracy, and familiarity

with them can protect you from any connection, even if unintentional, to intellectual property theft.

End-User piracy: When users copy software without appropriate licensing for each copy. This includes both casual copying and distribution between individuals, and companies who do not strictly monitor the number of software licenses they install and

Do not acquire enough licenses to cover their software installations.

Internet Piracy: When unauthorized copies are downloaded over the Internet. If downloads are made available on the Internet, make sure that the publisher has authorized this distribution.

Counterfeiting: When illegal copies of software are made and distributed in packaging that reproduces the manufacturer's packaging. Counterfeit registration cards with unauthorized serial numbers are often included with these packages.

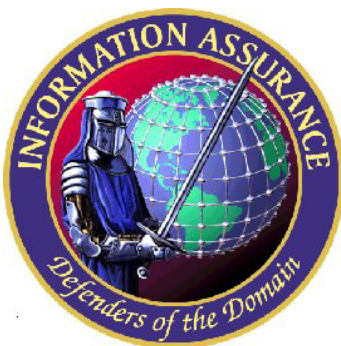
Owning software is different than other types of ownership. Because software - although often distributed on media such as CDs - is not a physical

commodity, it is considered intellectual property. Ownership of such property is controlled by license agreements. Software licenses are legal documents describing the proper use and distribution of the software, as intended by the manufacturer. It provides the manufacturer with the revenue necessary to continue producing the software, and offering service and support legitimate users depend on.

Personal software and hardware are not authorized on the 190th Network. If you have any questions or concerns with this matter, please contact the 190th Communications Flight.



Information Assurance Awareness 2005



All members with access to any Air Force information system must now complete Information Assurance Training annually. Currently, the only approved way to complete this training is via an online course on the Air Force's Computer Based Training (CBT) website. The training has been completely revised and now offers some very good information that we all need to be aware of in this world of advancing computer technology. The current course title is "Information Assurance Awareness 2005" Please complete this required training prior to the March UTA.

On the Intranet home page, under "Quick Links" there is a link "Information Assurance Training (formerly SATE)" that will give you step by step instructions on how to register with AFCBT and how to print your certificate.

To get a Comm Flt control number or not...that is the question

When it comes to making an Information Technology (IT) purchase the answer will always be yes. In fact, the cost and type of computer related acquisition being made would dictate what actually is required prior to purchase.

The 190th's "IT Equipment and Software Purchase Policy" is posted on the Headquarters web page under "Policy Letters" and states either a control number or Information Technology/National Security Systems Requirements Document (IT/NSS RD, AF IMT 3215) is required.

Our guidance is built on being able to integrate new IT into the current infrastructure and being able to maintain accountability. Knowing what types of purchases are being made helps us help

you make better use of your resources and ensures support can be provided after the purchase.

In addition to being able to provide technical recommendations, we must also be able to demonstrate accountability. All of our IT purchases are scrutinized during an annual Government Purchase Card (GPC) audit. If you have made such a purchase, you may be asked to not only be able to show where the item is located, but how it is being accounted for. If you have coordinated your purchase with the Communications Flight Plans Branch, the control number issued for purchases under \$500 satisfies this requirement.

For purchases that exceed \$500 an IT/NSS RD Communication and Infor-

mation Systems Officer (CSO) control number will be assigned. If approved, you will have this CSO number

available to document your GPC purchase. In addition, purchases above \$500 are added to your IT Equipment Custodian's inventory and, at a minimum, will be accounted for during their annual physical inventory of computer equipment.

Please see the "IT Equipment and Software Purchase Policy" mentioned above for additional details or contact the Plans Branch at ext. 4844 or 4845.



Active Directory ~ no small task

The Air National Guard is in the process of updating the entire ANG network. We will be upgrading from the old NT4 server operating system to Microsoft's new Windows Server 2003. This is no small task with some of the requirements for Active Directory (AD) is already affecting us. Our login names have now changed from last name first initial to first name last name. Behind the scene much more is happening. Originally scheduled for Mid-March of 2005 we have asked to be rescheduled for the first part of April, 2005.

Our current network is based on the old NT4 technologies. Our desktops are based on the newer operating systems of Win2K and XP. As technology advances, so must our networks.

So what is new with Windows Server 2003? Most of what is new in Server 2003 won't affect the normal user. You will still login using your current user name. Your network data is maintained and backed up on a server that will not be affected by the upgrade. Computer names, server names and printer names will change.

The biggest benefit we will see is manageability of security mechanisms. The Comm. Flight will be

standing up new servers, switches and server rack. In preparation for the upgrade we have already started to audit our network. This is not a simple project. We continue to work diligently to ensure minimal impact to our users. We are excited about this upgrade and the potential it will have to better serve your network needs.



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During the UCI this will be an inspectable item.

Call the Comm. Flight. Help Desk at ex 4357 (HELP) and ask for a few stickers for your area.